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Notwithstanding these objections to the book, it may be of real service as a class room text, for it summarizes most of the important facts in regard to textiles; retail and wholesale salespeople and housewives, also, would profit greatly by giving it a careful study.

MALCOLM KEIR.

University of Pennsylvania.

COMMERCE AND TRANSPORTATION

KIBLER, THOMAS L. *The Commodities' Clause*. Pp. 178. Price, \$3.00. Washington: John Byrne and Company, 1916.

Professor Kibler presents a brief but adequate history of the attempts of transportation companies in the United States to engage in the business of mining and manufacturing commodities to be transported by their own lines; and of the attempts to prevent such combination of interests. He takes a strong and effective stand against combinations of this kind.

T. W. V. M.

McFALL, ROBERT JAMES. *Railway Monopoly and Rate Regulation*. Pp. 223. Price, \$2.00. New York: Columbia University Press, 1916.

A discussion of the various theories of railroad rate making, with an argument in favor of the cost-of-service theory. Dr. McFall points out the advance made in recent years in the use of cost as a basis for the determination of reasonable rates, and endeavors to show that the proportion of costs which can be definitely allocated is larger "than many would have us suppose." It is interesting to note, however, that in concluding his argument for an extension of the cost principle the author says that "the greater divisions of the service should have their contributions to total cost divided as far as possible on the basis of cost, but that the rates on minor divisions of the service should be differentiated not only on the principle of cost but also on the principle of demand." After all this is the position taken by the hardened traffic official who is guided by the principle of "what the traffic will bear."

In attributing virtually a complete monopoly power to the railroads Dr. McFall gives too little consideration to such factors as water competition (potential or active) and industrial and commercial competition—factors which often compel and justify the neglect of the cost-of-service principle.

The most valuable and interesting portion of this study is that dealing with valuation of railway property. The author's conclusions as to the value to be attributed to a railroad in considering the question of a "fair return" seem eminently sound.

T. W. V. M.

PRATT, EDWIN A. *The Rise of Rail Power in War and Conquest*. Pp. xii, 405. Price, 7s. 6d. London: P. S. King and Son, Ltd., 1915.

In this instructive and timely work the author traces the beginnings and subsequent development of the use of railways in war. In this use no other nation has gone as far or proceeded with the scientific accuracy of the Germans.

This it is the evident intention of the author, an Englishman, to prove. The entire work is in fact a carefully developed thesis showing how Germany has advanced step by step from a skeptical and tardy beginning until at the breaking out of the present war, passing far beyond the question of how its railways might be most efficiently used for its defense, it had constructed military lines not only to all the frontiers of its European empire, but to the important frontiers of its African colonies and to the most important trade and strategic points in Asiatic Turkey with the evident intent to use them for conquest.

A good deal of space is necessarily devoted to the American Civil War because that war was practically the first in which there was an extended and scientific use of railways, and because many of the problems connected with such use were either started in the United States or actually worked out there, precedent being established and examples set which the rest of the world had simply to follow, adopt or perfect.

It will surprise many to learn that the total mileage of the lines taken over by the federal government during the course of the war exceeded 2,100 miles; that in its operation of these lines it laid or relaid 641 miles of track, and that the lineal feet of its bridge construction was equal to 26 miles. It was this war, says the author, that was to elevate railway destruction and restoration into a science and to see the establishment, in the interest of such science, of an organization which was to become a model for European countries and influence the whole subsequent course of modern warfare.

T. W. V. M.

SMITH, J. RUSSELL. *Commerce and Industry*. Pp. viii, 596. Price, \$1.40. New York: Henry Holt and Company, 1916.

This book is an abridgement of the large volume *Industrial and Commercial Geography* which has proved so successful as a college text. There are three parts. Part one deals with the United States by classes of commodities and industries, as the cereals, animal industries and so on, and covers a little more than half the text. Part two covers all the other countries, very briefly, necessarily, as only two hundred pages are devoted to them. Brazil, for example, has about four pages and Germany about seven pages. Part three, world commerce, is devoted mainly to the law of trade and trade routes.

The book is very readable; is effectively illustrated with halftones, maps and diagrams; and some useful statistics are collected in the appendix. Barring questions which hinge on difference of opinion about method and material, the only adverse criticism must be based on the many inaccuracies of statement concerning details, which probably do not seriously affect its usefulness as a high school text.

W. S. T.

SPEARS, JOHN R. *The Story of the American Merchant Marine*. Pp. xxvii, 340. Price, \$1.50. New York: The Macmillan Company, 1915.

The second edition of Mr. Spears' volume on *The Story of the American Merchant Marine* differs mainly from the first edition of 1910 in that it contains a lengthy introduction which gives a statement of recent events in the shipping